

Message Text

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ACTION FAA-00

INFO OCT-01 AF-10 ARA-14 EA-09 EUR-12 NEA-10 IO-14
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E. O. 11652: N/A
TAGS: PORC, EAIR, ICAO
SUBJ: COUNCIL CONSIDERATION AMENDMENTS TO ANNEX 6 AND 8 (THRESHOLD
CROSSING HEIGHT -- ILS GLIDE SLOPE ANTENNA) (C/OB 91/14)

REF: A. STATE 143057 B. 76 MONTREAL 328

1. COUNCIL CONSIDERED CWP 6534 AT OPENING OF JUNE 23 MEETING. THREE HOURS OF EXTREMELY DIFFICULT DELIBERATIONS, IN WHICH US WAS ONLY VOICE ADAMANTLY OPPOSED FOR SOUND TECHNICAL REASONS, RESULTED IN REFERRING NEW RECOMMENDED PRACTICE 4.2.7.2 BACK TO COMMISSION FOR FURTHER TECHNICAL JUSTIFICATION PARTICULARLY FOR CONSIDERATION OF WIDE BODY AIRCRAFT. VOTE ON RP WAS 10 FOR/6 AGAINST/(US)/11 ABSTENTIONS. IT FAILED, FALLING CONSIDERABLY SHORT OF THE 20 VOTES REQUIRED FOR ADOPTION. THIS FAILURE WAS FOLLOWED BY THE PRESIDENT'S SUGGESTING, LEBANON PROPOSING, (WITH SEVERAL SUPPORTERS), REFERRING THE QUESTIN BACK TO THE COMMISSION, WHICH PASSED 19 FOR (US)/0/0).

2. NEW STANDARD 4.2.7.1 WAS ADOPTED 21 (US/0/6 ABSTENTIONS.

3. VOTING AGAINST THE 20'-OVER-THE-THRESHOLD-MINIMUM, AND REFERRING IT BACK TO COMMISSION SHOULD NOT BE INTERPRETED AS ANYTHING EXCEPT MAJOR US PROCEDURAL VICTORY. SOME VOTED AGAINST RECOMMENDATION BECAUSE THEY PREFERRED A STANDARD, OTHERS
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PREFERRED 30' RATHER THAN 20' OR 10'(US), OTHERS PREFERRED NO RECOMMENDATION (RETAINING PRESENT NOTE OR CONSIDERING GUIDANCE MATERIAL). SEVERAL NEGATIVE VOTES AND ABSTENTIONS WERE CLEARLY INFLUENCED BY US EMPHASIS OF (A) NO CONSIDERATION GIVEN TO CURRENT GENERATION OF AIRCRAFT ESPECIALLY WIDE BODIES, AND (B) LACK OF TECHNICAL STUDY AND JUSTIFICATION FOR 20' RECOMMENDATION (SECRETARIAT HAD

CALLED IT A "SUBJECTIVE" FINDING, THE PRESIDENT/COMMISSION REFERRED TO IT AS A "COMPROMISE" BETWEEN 10 AND 30.) FYI: INFORMALLY USREP URGED COUNCIL MEMBERS TO THINK ABOUT TOUCH DOWN FURTHER DOWN RUNWAY AS RESULT OF HIGHER TCH, THEREFORE MANY AIRPORTS COULD NO LONGER ACCEPT WIDE BODY AIRCRAFT. END FYI

4. USREP MUST TAKE THIS OCCASION POINT OUT THAT IT WAS EXTREMELY DIFFICULT TO TURN THIS MATTER AROUND IN ITS ABSOLUTELY FINAL STAGES BEFORE THE ICAO COUNCIL AFTER 2-5 YRS. CONSIDERATION, AND SEND IT BACK TO COMMISSION. MUCH OF THE EXCELLENT POSITION SET FORTH IN REFTEL A COULD HAVE BEEN AVAILABLE IN THE COMMISSION A YEAR AGO OR EVEN TWO MONTHS AGO. THE "LOCKHEED STUDY" HAND-CARRIED THIS WEEK WOULD HAVE BEEN VERY USEFUL LAST MONTH IN COMMISSION. IT WAS NOT APPROPRIATE FOR COUNCIL, AND COULD ONLY BE CONSIDERED A MINOR SUPPLEMENT TO WHAT SHOULD HAVE BEEN A FULL BLOWN, WELL-DEVELOPED USG POSITION ON THIS QUESTION A LONG WHILE AGO. THE US REPLY TO THE STATE LETTER OF AUGUST 1975 WAS THE OPPORTUNITY FOR A WELL COORDINATED FULLY SUBSTANTIATED USG POSITION. IT WAS INADEQUATE AS INDICATED IN REFTEL B.

5. WE NOW HAVE A SECOND OPPORTUNITY AS COMMISSION UNDERTAKES RECONSIDERATION OF WHEEL-CLEARANCE-OVER-THE-THRESHOLD-QUESTION. AT FIRST OPPORTUNITY (AN ANWP OR OTHER FORMAL OR INFORMAL COMMUNICATIONS FOR ICAO) US MUST SUBMIT FULL, COMPLETE, WELL DOCUMENTED, IN-PUT RE THE WIDE BODY PROBLEM. THE PREVIOUS COMMISSION RECOMMENDATIONS WAS IN SPITE OF STRONG US UNCLASSIFIED

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POSITION, AND IT IS LIKELY THAT EFFORT WILL BE MADE BY SECRETARIAT AND OTHER COMMISSIONERS TO RECONFIRM THE 20' RECOMMENDATION. THERE IS NO WAY THE US CAN TURN THIS AROUND THE NEXT TIME IN THE COUNCIL.

6. CWP 6537 CONTAINING PROPOSED AMENDMENT TO ANNEX 8 WAS ALSO SENT BACK TO COMMISSION RE NEW STANDARD 8.5.1 (ILS GLIDE PATH ANTENNA), AS BEING DIRECTLY RELATED TO ANNEX 6 RP.

7. OTHER PROPOSED AMENDMENT TO ANNEX 8, DEFINING STATE OF MANUFACTURER WAS WITHDRAWN BY COMMISSION.

8. ITEM 3 CWP 6532 PROPOSING TO AMEND ANNEX 10 IS BEFORE COUNCIL AND DISCUSSION WILL RESUME AFTERNOON JUNE 27.
HARPER

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Copy: SINGLE
Sent Date: 23-Jun-1977 12:00:00 am
Decaption Date: 01-Jan-1960 12:00:00 am
Decaption Note:
Disposition Action: n/a
Disposition Approved on Date:
Disposition Case Number: n/a
Disposition Comment:
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Disposition Event:
Disposition History: n/a
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